

BookletChart™

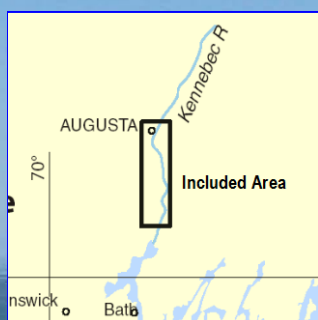


Kennebec River – Courthouse Point to Augusta

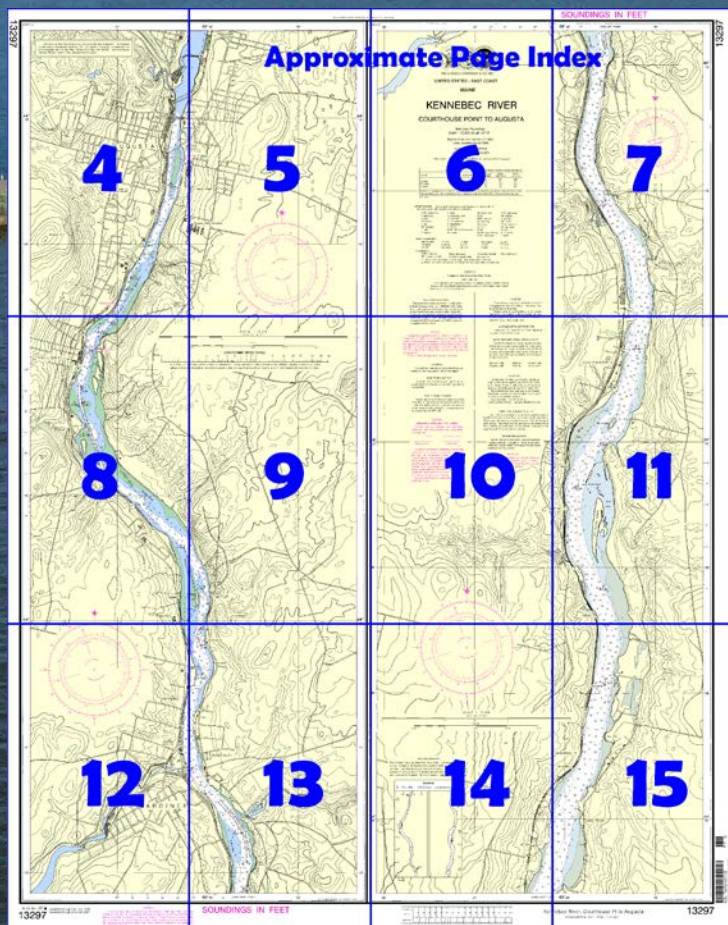
NOAA Chart 13297

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13297>.



(Selected Excerpts from Coast Pilot)

The mouth of the **Kennebec River** is northward of Seguin Island and 20 miles eastward of the entrance of Portland Harbor. It is the approach to the cities of Bath, Augusta, Richmond, and Gardiner and smaller river towns. Waterborne commerce in the area consists mainly of traffic to and from the shipyard in Bath.

With the aid of the charts, small craft should have no trouble reaching Augusta, the head of navigation on the Kennebec

River. Vessels with a draft approaching the depth of the channel should employ a pilot. The channel above Bath is reported to be subject to considerable changes annually caused by freshets.

The **Kennebec River Closed Area**, a Marine Protected Area (MPA), includes the waters of the Kennebec River north of Fort Popham.

Prominent features.—**Seguin Light** (43°42'27"N., 69°45'29"W.), 180 feet above the water, shown from a 53-foot white brick tower connected to a dwelling, is on the summit of 145-foot, grassy **Seguin Island**; a sound signal is at the light. This light is the most prominent mark in the vicinity. **Cape Small** is the wooded point about 4 miles westward of the mouth of the river. The distinguishing marks are an elevated tank 1.4 miles northward from the end and visible from eastward or westward; **Bald Head**, a bare round knob on the west side of the point; and **Bald Head Ledge**, bare at half-tide and marked by a bell buoy.

A **danger zone** of a naval aircraft practice mining range is close southeastward of Cape Small and westward of Seguin Island.

Fuller Rock Light (43°41'45"N., 69°50'01"W.), 39 feet above the water, is shown from a white skeleton tower with a red and white diamond-shaped daymark on a low bare islet of the same name, about 0.3 mile southward of Cape Small.

Pond Island, about 30 feet high, is a grassy island on the west side of the entrance to Kennebec River. **Pond Island Light** (43°44'24"N., 69°46'13"W.), 52 feet above the water, is shown from a white tower on the summit of the island; a sound signal is at the light. The light shows a higher intensity beam up and down the river.

Anchorage.—Large vessels awaiting the pilot may anchor safely in the vicinity of White Ledge Lighted Bell Buoy 1 (43°43'49"N., 69°44'54"W.), in 50 to 65 feet. Small craft may find suitable anchorage northwest of Hunnewell Point (43°45'17"N., 69°47'04"W.).

Farther upstream, anchorage is also available on the eastern side of the channel southward of Kennebec River Buoy 12, in 36 to 48 feet. On the eastern edge of the channel at the anchorage, the depths shoal abruptly from 30 feet to a few feet. Drift ice coming down the river generally follows the western shore.

Anchorage for small vessels can be had on the western side of the channel off Parker Flats, about 4 miles above the entrance, in 20 to 36 feet. Above Parker Flats, vessels anchor wherever they find good holding ground and suitable depth, keeping out of the strength of the current.

General anchorages are at Bath. (See **110.1** and **110.133**, chapter 2, for limits and regulations.)

Dangers.—This is a region of rock and very broken ground; therefore, strangers should proceed with extreme caution and avoid crossing broken ground where the charted depths do not substantially exceed the draft.

The principal dangers in the river are marked, but the channel is narrow in places. The narrowest place below Bath is between North Sugarloaf and Popham Beach, where the deep channel is only about 100 yards wide. Some sections of the dredged channel between the south end of Swan Island and Augusta are not marked well enough to help strangers keep in them.

The entrance to Kennebec River is somewhat obstructed by an area of islands and rocks and very broken ground, extending for a distance of 4.5 miles. The most southerly known danger is **Seguin SSW Ledge**, covered 33 feet; it is 2.6 miles southwest of Seguin Island Light.

During freshets, pulp logs are sometimes washed over the dam above Augusta and present a serious navigational hazard, especially to small craft. Log booms are maintained at Brown Island and on the east side of the river below Shepard Point to facilitate recovery of the drifting logs. The booms are not lighted, but are outside the navigation channel.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander
1st CG District
Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

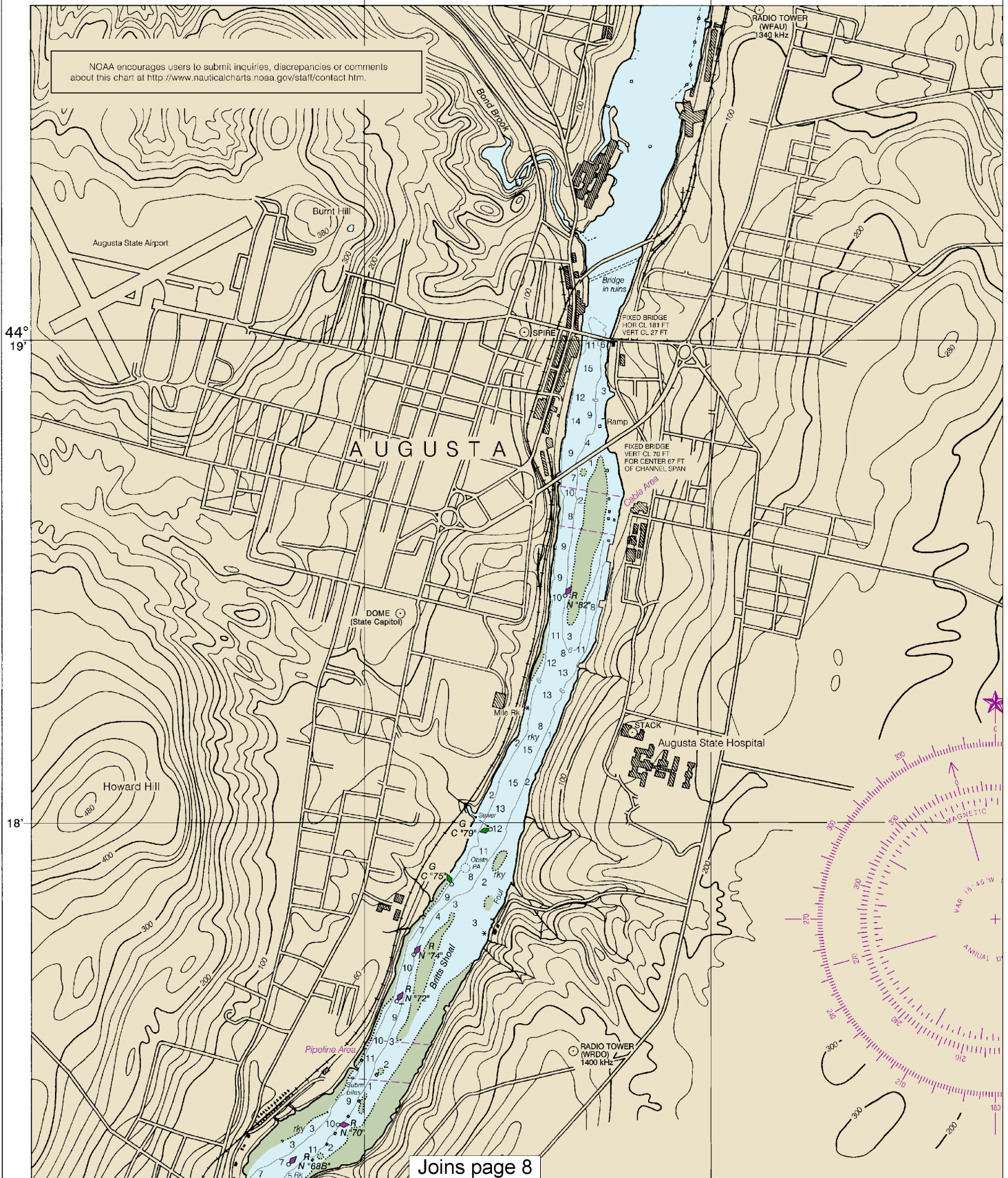
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.



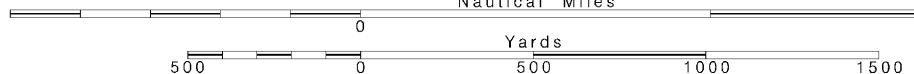
Joins page 8

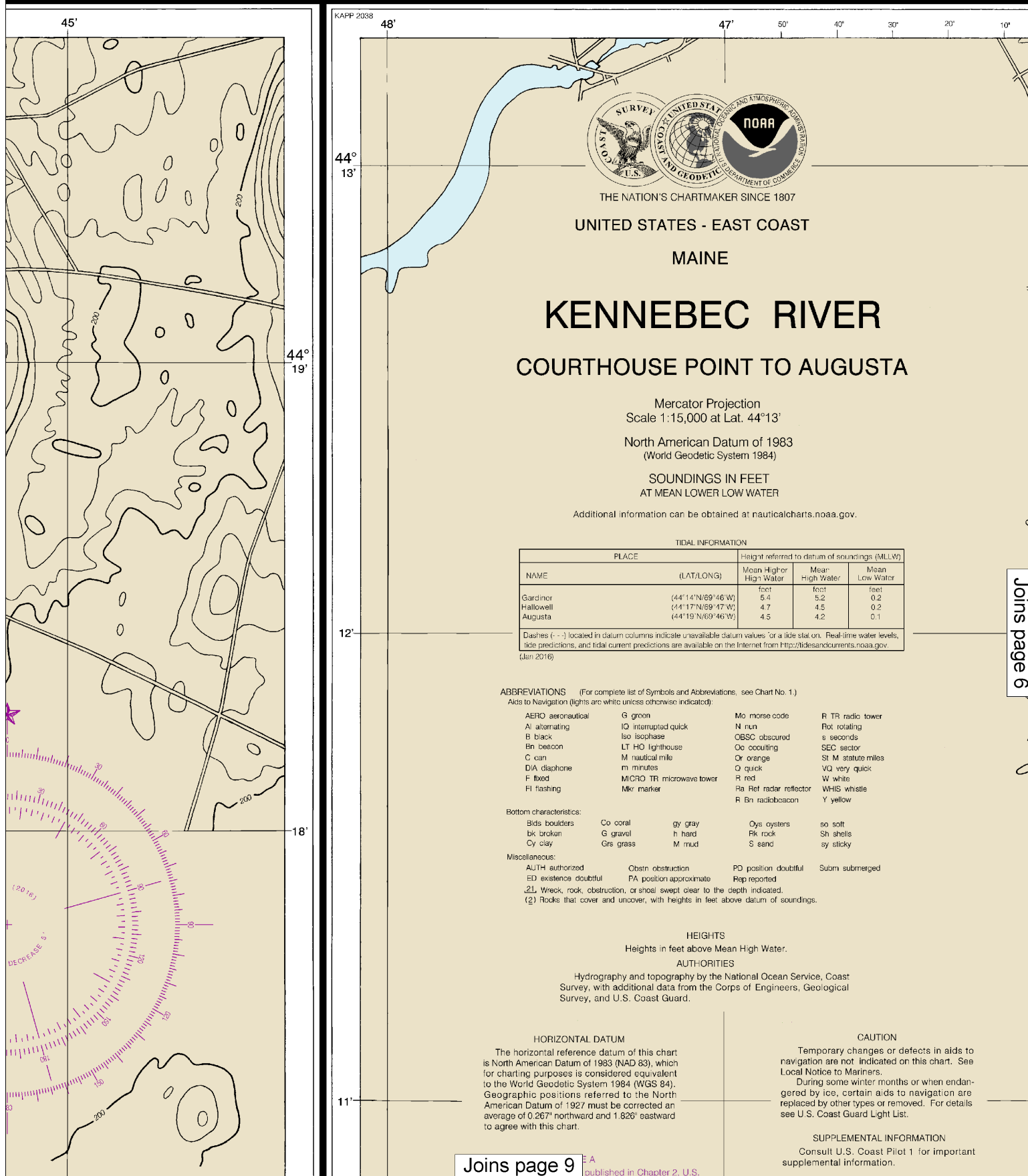
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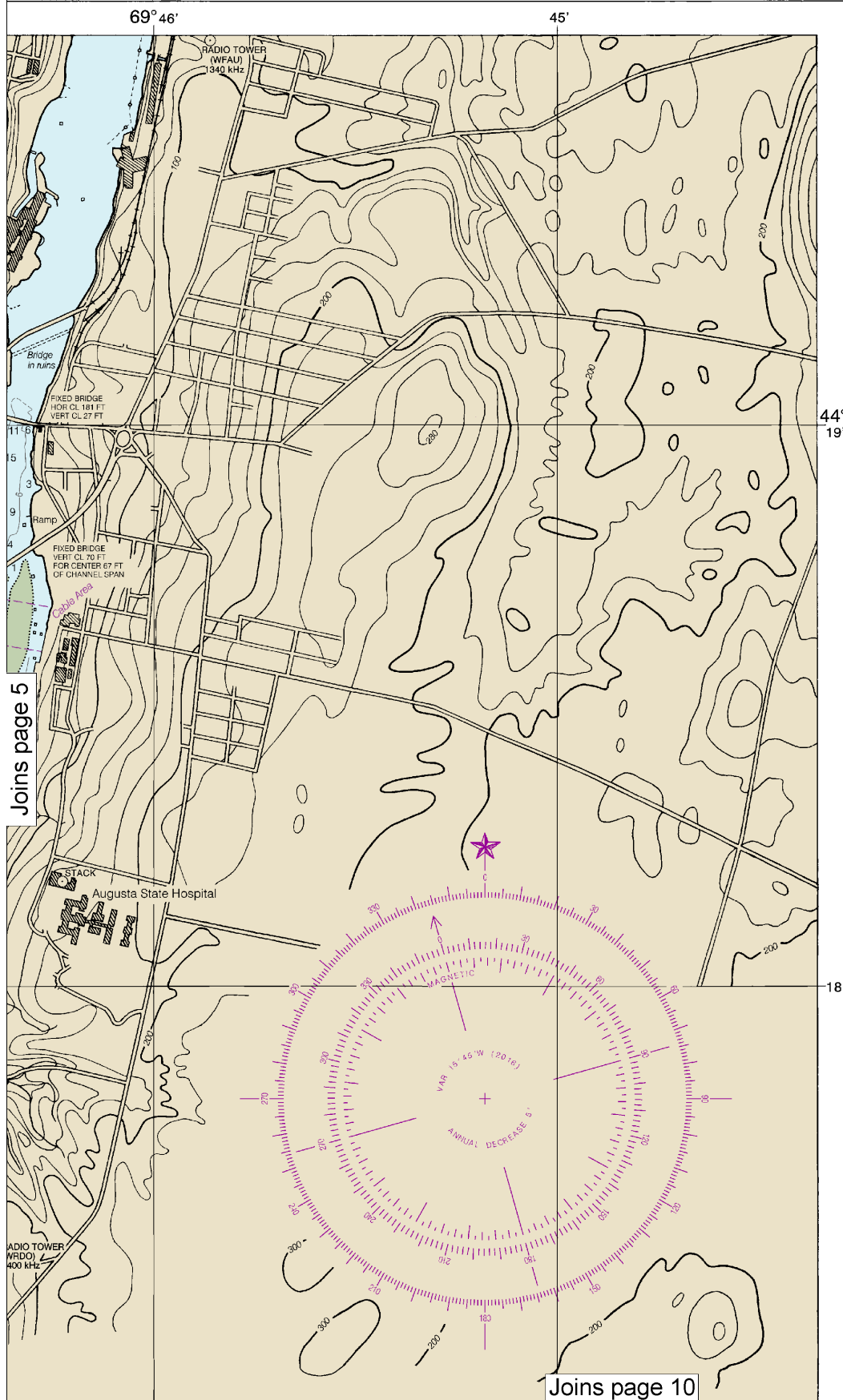
~~SCALE 1:15,000~~
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.

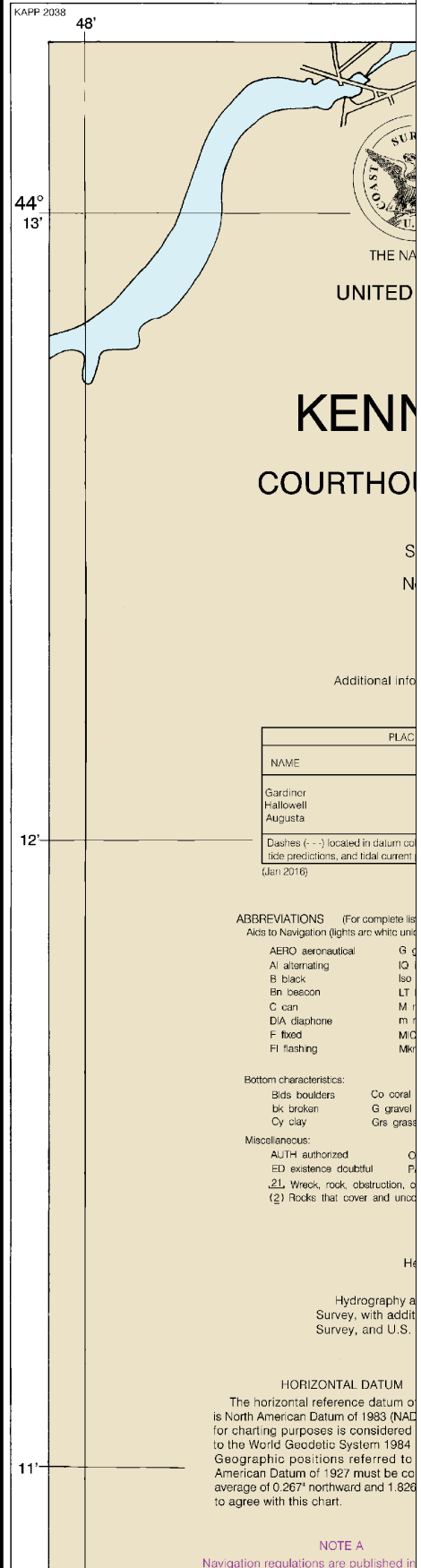






Joins page 5

Joins page 10



KAPP 2038

44°
13'44°
19'

12'

11'

THE NA
UNITEDKENN
COURTHO

Additional info

NAME	PLAC
Gardiner	
Hallowell	
Augusta	
Dashes (---) located in datum col tide predictions, and tidal current (Jan 2016)	

ABBREVIATIONS (For complete lis
Aids to Navigation (lights are white unit

AERO aeronautical	G g
Al alternating	IO i
B black	Is o
Bn beacon	LT l
C can	M m
D/A diaphone	m r
F fixed	MIC
Fl flashing	Mkr

Bottom characteristics:

Blds boulders	Co coral
bk broken	G gravel
Cy clay	Grs grass

Miscellaneous:

AUTH authorized	G
ED existence doubtful	Fl
Wreck, rock, obstruction, c	
(2) Rocks that cover and unoc	

Hydrography a
Survey, with addit
Survey, and U.S.

HORIZONTAL DATUM

The horizontal reference datum of
is North American Datum of 1983 (NAD
for charting purposes is considered
to the World Geodetic System 1984.
Geographic positions referred to
American Datum of 1927 must be co
average of 0.267" northward and 1.826
to agree with this chart.

NOTE A

Navigation regulations are published in

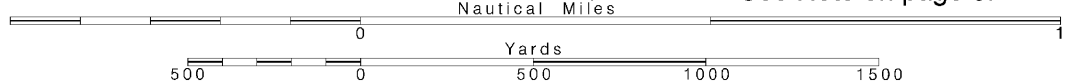
6

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

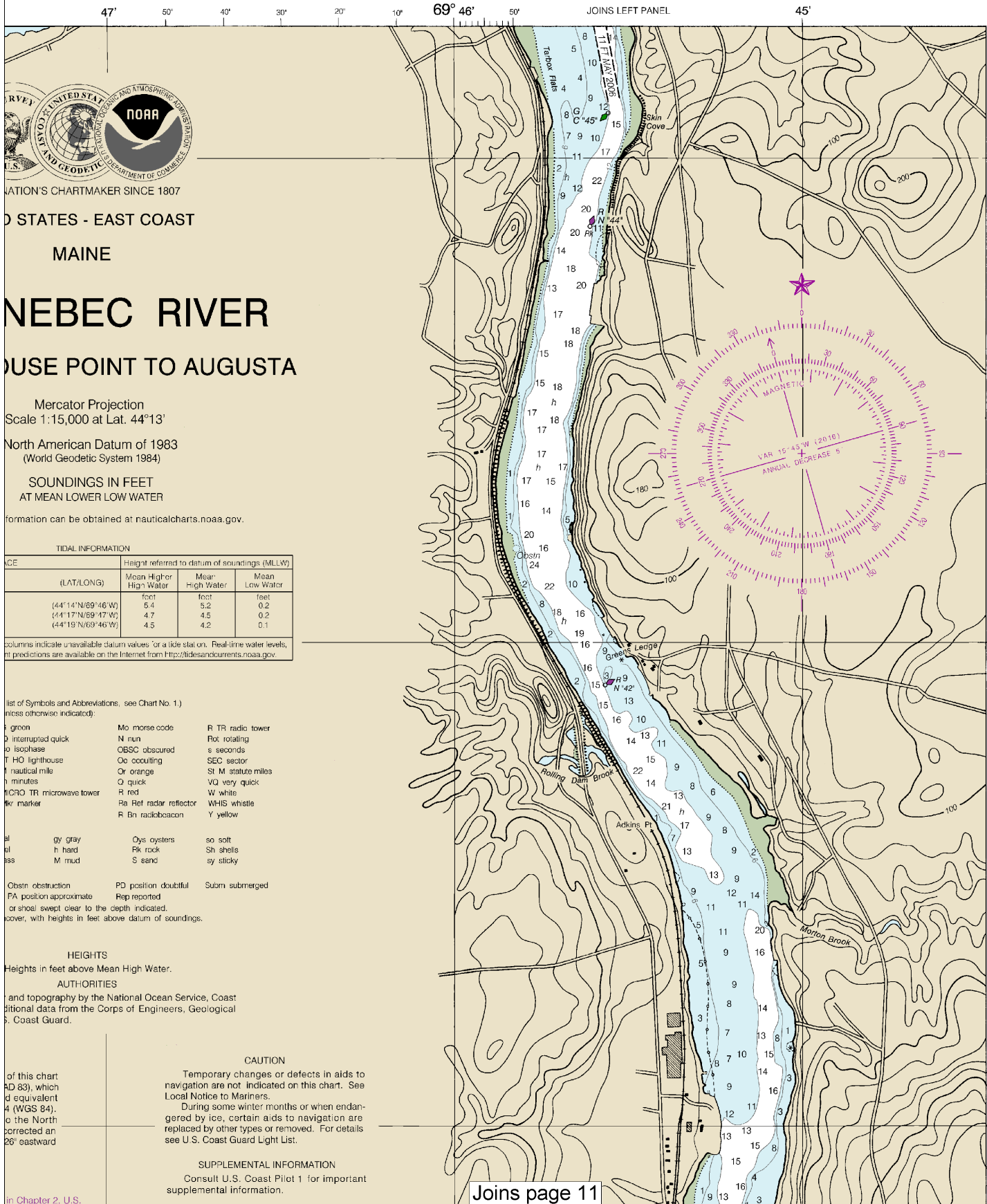
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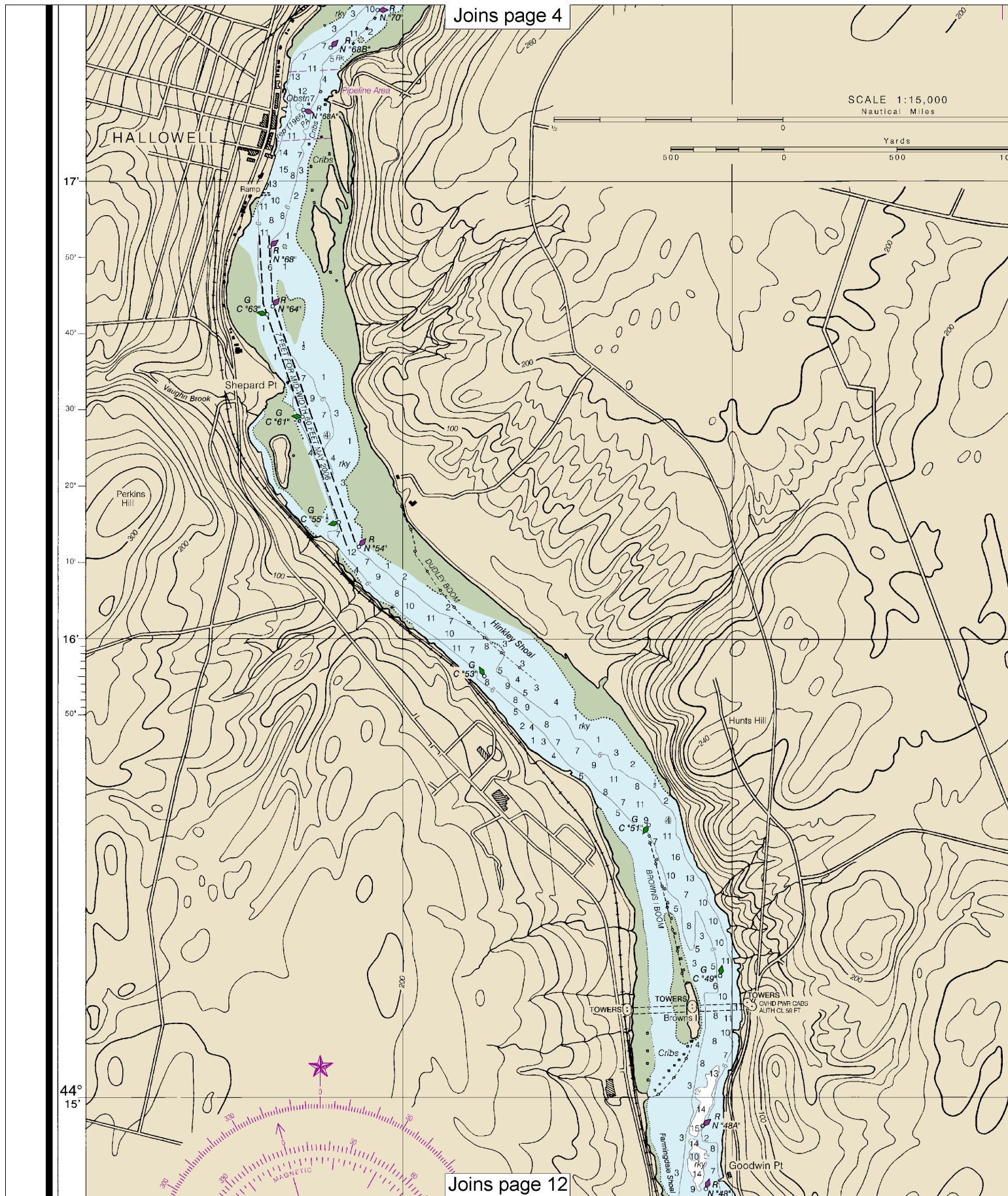
See Note on page 5.



SOUNDINGS IN FEET

13297





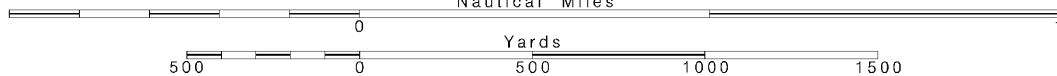
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Dresden, ME	WXM-60	162.475 MHz
Portland, ME	KDO-95	162.550 MHz

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

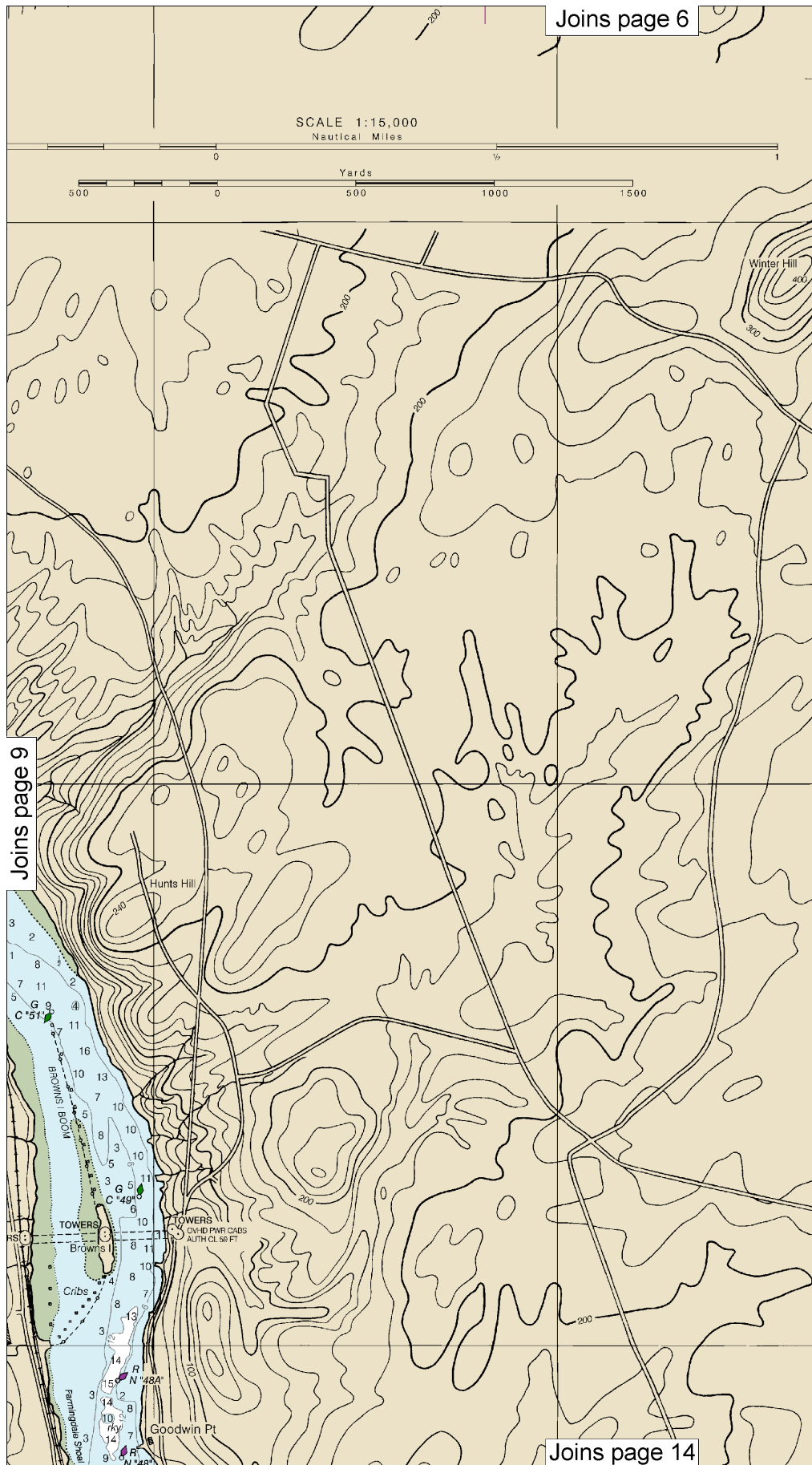
⊙ (Accurate location) ○ (Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



to agree with this chart.

NOTE A

Navigation regulations are published in Coast Pilot 1. Additions or revisions to Charted Regulations may be obtained at the Office of the District Engineer, Corps of Engineers, Concord, MA. Refer to charted regulation section number.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the ends.

AIDS TO NAVIGATION

Consult U.S. Coast Guard List for supplemental information concerning aids to navigation.

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Report all spills of oil and hazardous materials to the National Response Center, 1-800-424-8802 (toll free), or to the nearest Coast Guard facility if telephone contact is impossible (33 CFR 153).

CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and cables and submarine pipeline and cable areas are shown as:

----- Pipeline Area ----- Cable Area

Additional uncharted submarine pipelines and cables may exist within the area shown on this chart. Not all submarine pipelines and cables are required to be marked on this chart. Those that were originally buried and have become exposed. Mariners should exercise caution when operating vessels in the area shown on this chart. Pipelines and cables may exist in the area shown on this chart. Covered wells may be marked by unlighted buoys.

44° 10'

16'

09'

44° 15'

Joins page 9

Joins page 6

Joins page 14

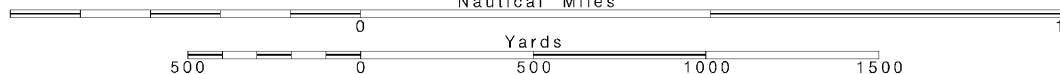
10

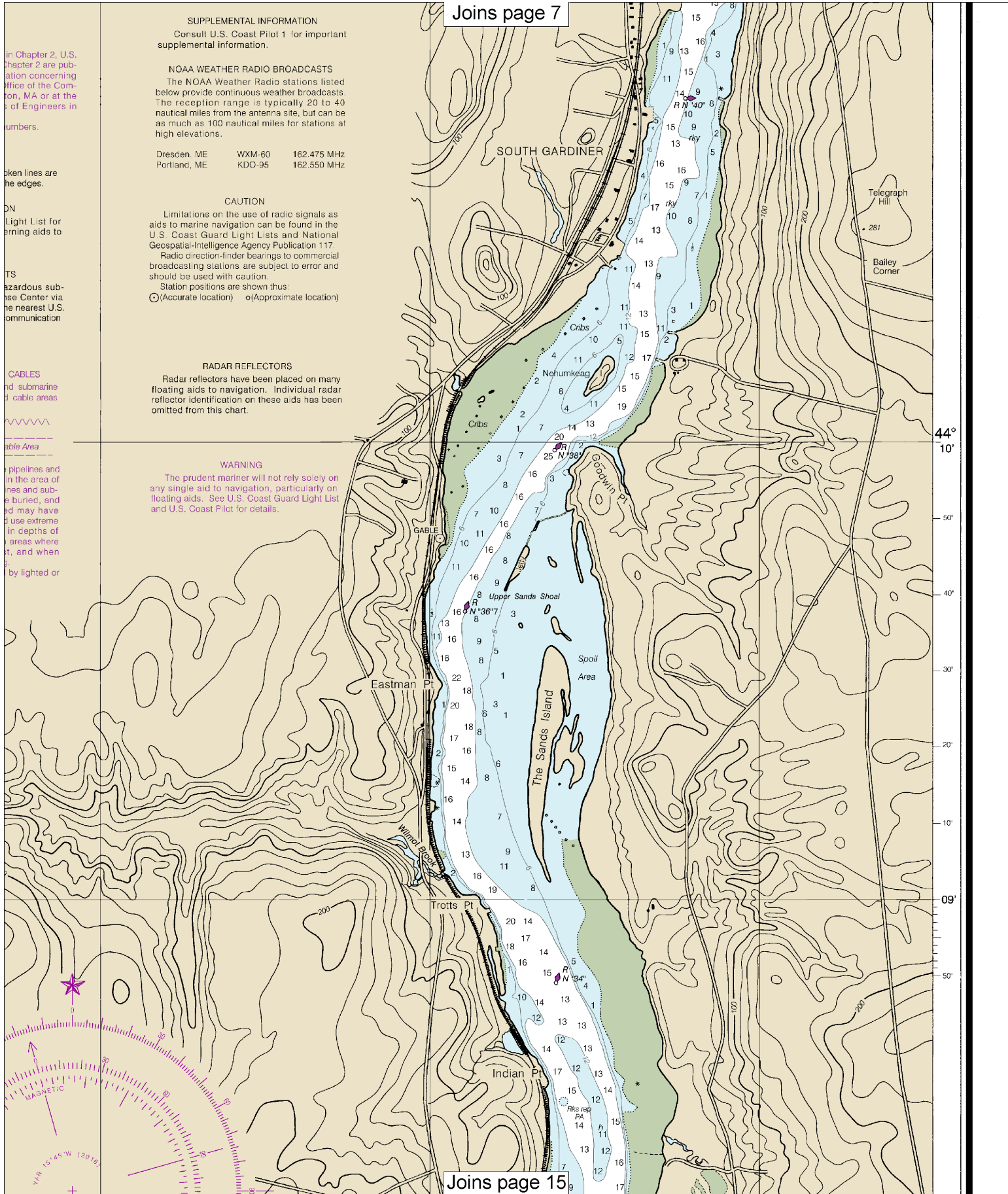
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

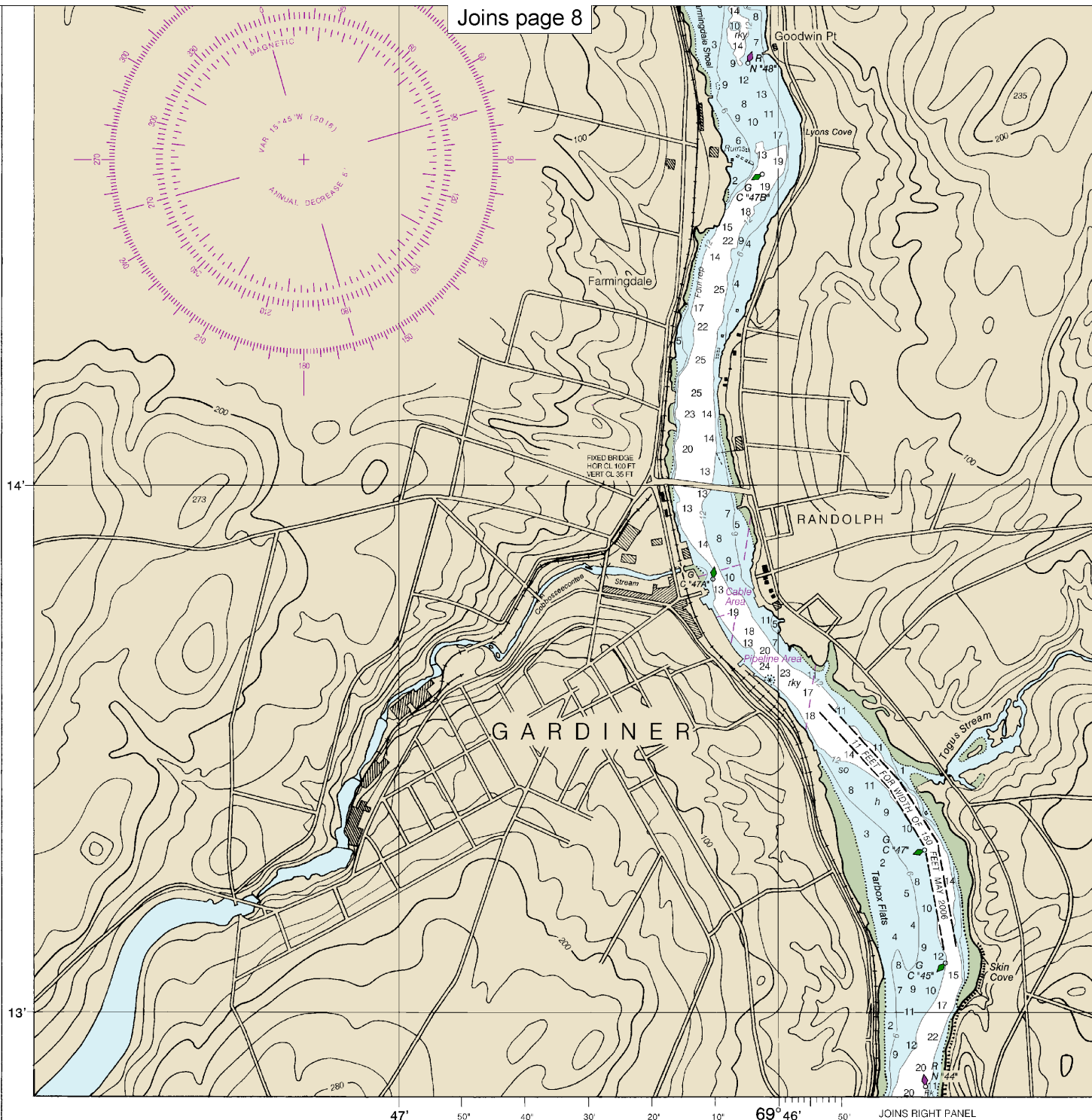
SCALE 1:15,000
Nautical Miles

See Note on page 5.





Joins page 8



12th Ed., Feb. 2016

CAUTION

13297

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 2/2/2016. Cleared through:

LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

SOUNDING

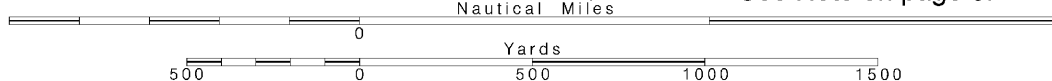
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000

See Note on page 5.



Joins page 9

08'

SCALE 1:15,000
Nautical Miles

Yards

500 0 500 1000 1500

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B5	Pre - 1900	NOS Surveys	partial bottom coverage
47° 19'	44° 13'	45'	44° 13'
18'	12'		12'
17'	11'		11'
16'	10'		10'
15'	09'		09'
14'	08'		08'
13'	07'		07'
47° 13'	44° 07'	45'	44° 07'

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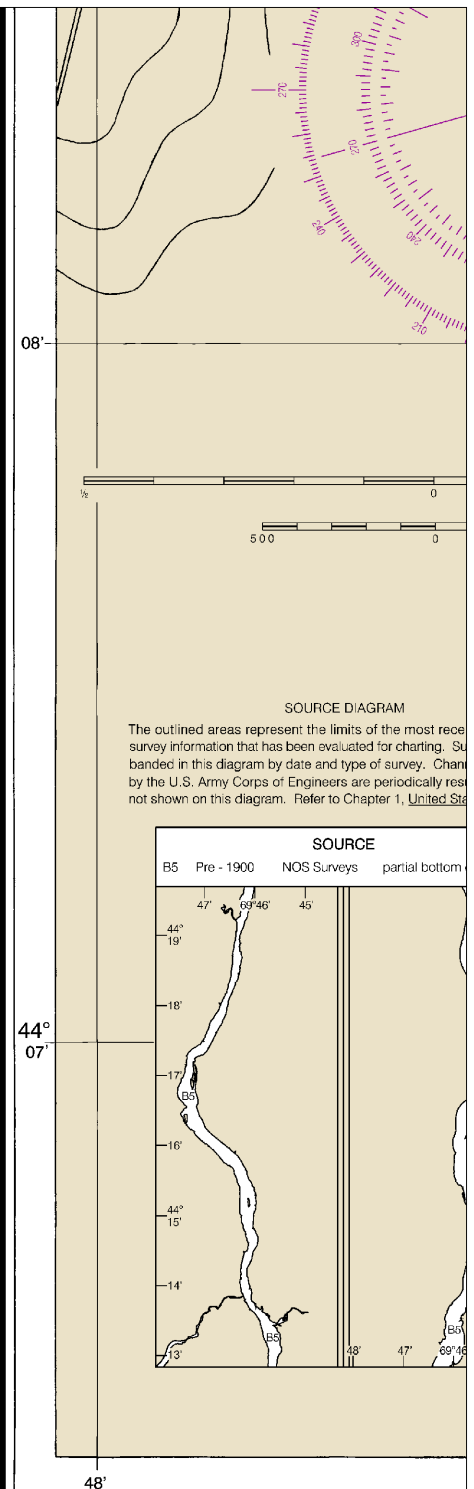
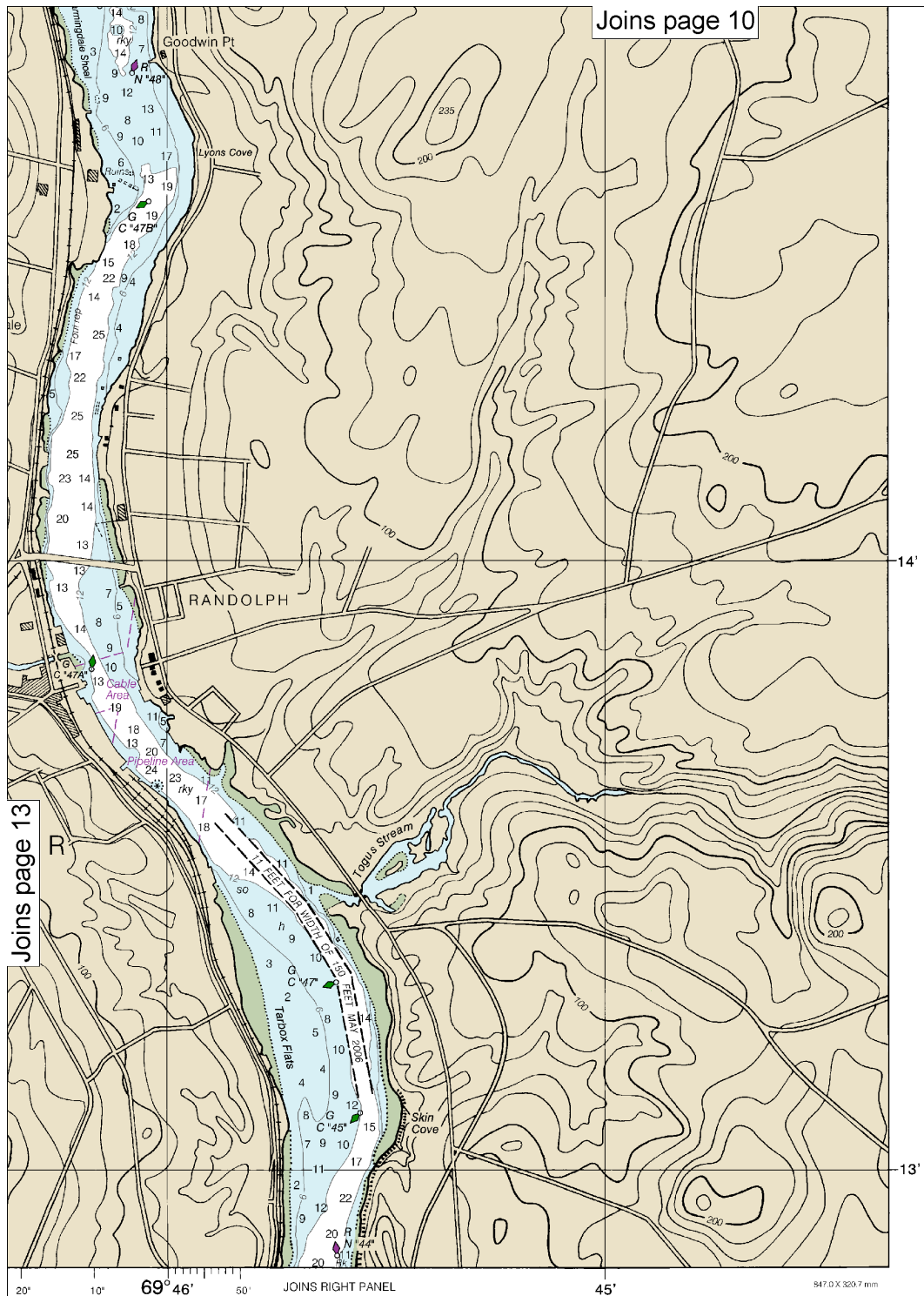
48'

47'

JOINS CHART 13298

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Kenne



Geospatial-Intelligence
of the dates shown in
shown in the lower left

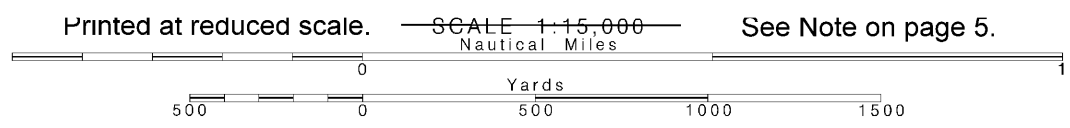
SOUNDINGS IN FEET

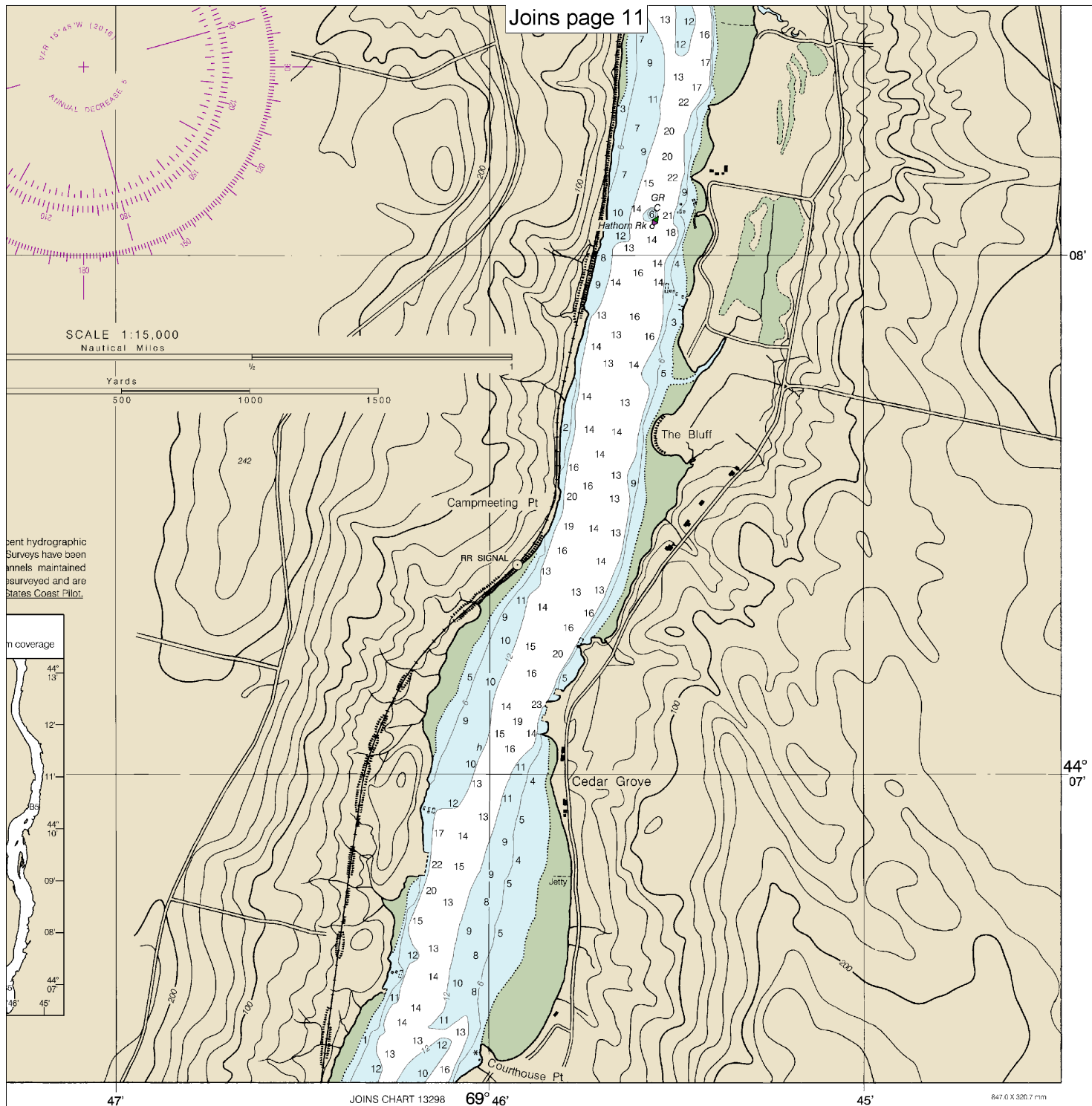
FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6

6)

14

Note: Chart grid lines are aligned with true north.





7	8	9	10	11	12	13	14	15	16	17
42	48	54	60	66	72	78	84	90	96	102
12	13	14	15	16	17	18	19	20	21	22
23	24	25	26	27	28	29	30	31		

Kennebec River, Courthouse Pt to Augusta

SOUNDINGS IN FEET - SCALE 1:15,000

13297



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.